STATEMENTS BY CHAUNCEY M. DEPEW AND ALDACE F. WALKER-RECEIVERS AS ELE-

MENTS IN COMPETITION. Chauncey M. Depew was asked by a Tribune re-orier yesterday why the railway presidents and anagers should be so fearful of a railroad rate the decision of the Supreme Court in of the Transmissouri Freight Association, rate war could only be brought about idents and managers themselves. He ch a statement seems to be a conclusiva itself, and that view was ably editorial in The Tribune this morning; are conditions in railway competition yond the control of rallway presidents utive officers unless they can have some ding with each other. It is safe to say cent of the rate-cutting, demoralization imination done now, even with traffic asroads. A manufacturer or a merchant fails in his assignee takes possession of the creditors, and that competition is over s to its stockholders, defaults on the he receiver runs it absolutely inde-He is anxious to make a ood showing, so as to become the president or road can be reorganized upon any basis upon an pay The term reorganization simply The stock has been paid in in cash, and then upon the property thus created \$50,000,000 has been bornd then defaults upon the interest of its \$50,000,000 bonds and goes into the hands of a receiver.

While the receiver is running it a committee repgiver and see it too, and the process is to a which to reorganize it, and the process is to sees the stock for the purpose of paying off the oating debt and compel the boncholders to take e-nalf what they had before. The Reorcamzation Committee believe that the road can eafely earn upon one-half of its indebtedness, and that, possibly, in the development of the country the stockholders may some time or other get some-

the receiver, being amenable to neither iders nor creditors nor anybody but the Court, wants to show that under his management can carry more tonnage and earn more han when its owners were running it. He pay commissions, which means paying mileage than anybody else to shippers heir own cars, and to make concessions nich is being run by the United States him. As one after another of the strong and the traffic manager besiege the president men's of the loss and with startling stahandicapped by stockholders who have been accustomed to dividends and bondholders who have been ocustomed to interest, and employes who have sen accustomed to having their wages paid reguere are, say, about thirty-two roads in the

Traffic Association. One of these roads had Joint Trame association of the freight business taken recently 45 per cent of its freight business taken sway from it by just the operation which I have described, but its managers, representing its ownership, would not permit it to enter upon a railroad war.

#### WHAT HAPPENS.

If there can be no association, and if associations are trusts and conspiracies, of course no railway manager is going to violate the law. Then The great shippers and the trusts go to each one of these thirty-two roads and repre-sent that they can get their traffic carried at 5 or 10 to each one of these thirty can get their traffic carried at 5 or 10 cents a hundred less than the rate agreed upon by all lines, and state the road upon which they all per it done. The president of the competing line affected, and upon which they for get it done. The president of the competing line affected, and upon which they can get it done. The president of the competing line affected, and upon which they can get it done. The great state to the content line if it is true, and it is denied. Then these great shippers transfer their whole business, often done in their own cars, to the other line, giving as a reason that they are getting this lower rate. The freight agent, who is closest in contact with his shipper, its furnished with waybills and vouchers, upon a piedge of secreey, showing that you can be supported by the stream of the lost in the lost his business because the remainager has the alternative of not believing it, least a support of the stream of the lost with the lost with the other line had give business to explaining to his directors and line, but that he did not believe the other line had been type and that they know that this secret concession and that they know that this secret concession which he relate or gave the secret concession which he relate or gave the secret concession. With an association of the line had been type and the trains. But were his directors of the relative to the dots of the dots in the paid of the management of the facts, so that if it is a comparison of the secret concession. With an association the lines of the Joint paid to be the whole facine will even the paid of the management of the facts, so that if it is a comparison of the secret of the investigation of the secret in the secretary of one or two or more big salippers to produce a railway manager has no source of information when the saloush of the secretary of one or two or more big salippers to produce a railway had the secretary of the produce of the facts of the secretary of the secretary of the secretar cents a hundred less than the rate agreed upon by all lines, and state the road upon which they can get it done. The president of the competing can get it done. The president of the competing line affected, and upon which this big customer or trust is, instantly asks the representative of the other line if it is true, and it is denied. Then these great shippers transfer their whole business. often done in their own cars, to the other line giving as a reason that they are getting this lower rate. The freight agent, who is closest in contact with this shipper, is furnished with waybills and vouchers, upon a piedge of secrecy, showing that this low rate is being given, and the president or ing his husiness or explaining to his directors and stockholders that he lost his business because the shipper tried to buildoze him by going to another line, but that he did not believe the other line paid the rebate or gave the secret concession which secured the traffic. But when his directors or large stockholders meet the traffic men they are was made and that this business might have been held if the management of their line had been up to date and prepared to protect its customers.

espertainment of the facts, so that if it is a conthe association the members can ascertain whether good faith is being maintained, or if not, the extent out the association this is simply impossible, and a railway manager has no source of information when geiting better rates by competitive lines, frequently

# O"RELIABLE " CARPETS

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Imported Axminster Rugs. 4-6x6-8 Mesched, . . . \$5.00 5-7x7-8 Saxony, . . . \$15.00

They are by far the best values in the market to-day nd if you ever want one, secure it now. We are cer-sinly doing our part to make American homes tastefu at lowest prices, as these goods, too, can be had on our

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Our furniture is the cheapest and best CASH OR CREDIT

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The Best Natural Laxative Water.

The most certain and comfortable cathartic in cases of constipation and sluggish liver or piles.

THINK THEY ARE ALL UNDER THE BAN.

COUNSEL REPRESENTING WESTERN ROADS HAVE

day in the office of George R. Peck, general counsel

Ayer, general counsel for the Illinois Central Com-pany, presided, and there was a full attendance of

north of Chicago. The conference was called on

railroad traffic associations. The prevailing senti-ment of those present showed that the Western

railroad lawyers are practically a unit in the opin-ion that the Eastern railroad lawyers and Joint

Traffic Association magnates are wrong from a

legal standpoint in assuming that the decision does

not place the stamp of illegality on any other asso-

ciation except the Transmissouri Freight Associa-

ence will be that such roads as have not already

formally withdrawn from that organization will

the decision to passenger associations was not dis-

cussed sufficiently for a general opinion to be given

The Chicago, Rock Island and Pacific and the

Sloux City and Northern, the latter road running between Minneapolis and O'Nelli, Neb., sent

notices of withdrawal to-day from all traffic asso-ciations. The Western Freight Association has practically ceased to exist, many employes have already been discharged for lack of work to do, and those of a higher grade are seeking places elsewhere. Most of the officials have contracts which run in 1885, including Commissioner Midge-ley, who is now in the Holy Land on a sick leave of susceptibility.

ANTI-TRUST LAW APPLIED TO LABOR.

Topeka, Kan., March 26.-Labor leaders in Kan-

as are greatly excited over a ruling by Attorney-

A NEW LAKE AND RAIL ROUTE.

Milwaukee, Wis., March 26.-The Wisconsin Cen-

tral Railroad Company has concluded arrangements with the Great Lakes Steamship Company

whereby a rall and take line is established between

whereby a rail and lake line is satisfied to the Buffalo and Cleveland and other Lake Erie ports, and St. Paul and Minneapolis and other points via Manitowoo. Wis. The Wisconsin Central has had the subject under advisement for some time, but it was not until to-day that the establishment of the manufacture and the announcement was

The lawyers declared unanimously that the

A CONFERENCE IN CHICAGO.

Chicago March 26 -A conference of the

have an understanding among themselves as to rates and to live up to that understanding, just to that extent the public have had stable and equal and reasonable rates, and the merchants and the manufacturers have known when they made their contracts or purchases exactly what they would have to pay in the way of freight.

EFFECT OF LEGISLATION.

"The whole object of legislation by the State Legislatures and by the National Congress is to accomplish two results-one, that there shall be none of those discrimination by transportation lines which other man or another firm, and build up one place and destroy the prosperity of another, and another that the shippers shall have equal rates, shall be all treated alike and shall know from published tariffs precisely the cost of their transportation. It has been proved that no legislation can accomplish these results, because such legislation, while prohibiting discrimination against persons and places by one line, encourages it where many lines run from one great reservoir of freight to another, as between Chicago and New-York or Chicago and New-Orieans or St. Louis and the seaboard. But railroads, if permitted to make contracts among themselves, are able to supplement such legislation by policies, upon mutual agreements, which make the legislation effective. If a universal rate war is brought on beable to supplement such legislation by policies, upon much it can pay The term reorganization simply seans scaling down the capital and indebtedness on a stimated paying basis. For example, suppose a road into which the people have put, say, so the stock and \$50,000,000 in bonds, and then upon the property thus created \$50,000,000 has been borowed on bonds. The stock and the bonds become saidly distributed, and the interest and dividends from the living of people of moderate means, of the diving of th iesults through the Interstate Commerce Commission in interstate commerce, just as easy so to arrange under the supervision and control of the Government that big men and little men, big shippers and little shippers, big producers and small producers, large cities and towns with limited manufacturing interests, in a word, all the people, can be satisfactorily served by the transportation lines, the internal commerce of the country put upon a solvent and business basis, and the railroads be fairly remunerated for their work."

VIEWS OF CHAIRMAN WALKER.

Aldace F. Walker, chairman of the Board of Directors of the Atchison, Topeka and Santa Fé Rall-way Company, said yesterday: "The Tribune edi-torial published to-day on "The Railway Situation" is in the main correct, so far as it goes; but it does not state the whole case and is therefore unfair.

"It is true that the reason for the existing an iety lies in the fact that railway managers distrue each other. They distrust each other so much the these and penalties heretofore provided in assets. ciation agreements have been regarded by that the only efficient sanction under which rates can be maintained is a legalized assurance between competing lines that common husiness, or the earnings thereof, shall be fairly apportioned.

"If this distrust is justified, their fears are justified. What are the teachings of experience? Is concerted and united action; a practicable remedy? Simple and straightforward bonesty in their deal-

is infinitely greater than in any other in This arises from the enormous number of it uals concerned in it, and also from the number of points of contact. Any of our roits traffic' by individual changes therein

EDUCATION OF THE PAST. "And again, the education of the past has been most unfortunate. 'Cunning devices to outwit comvaluable service, not only to short-sighted rail-way managements, but by stockholders and the

AFTER THE RATE-CUTTERS.

AN INVESTIGATION REGUN IN CHICAGO-COM-PLAINTS OF SHIPPERS.

Chicago, March 26.-The Chicago Board of Trade will on the first of next month begin an investiga-tion of alleged extensive railroad rate-cutting on grain going East from this city, and it is reported that the special committees which have been appointed will have the assistance of the Interstate Commerce Commission and United States Grand The plan is for the Commission and the Board of Trade investigators to meet at the same time and pursue a policy of mutual help, with the object of presenting to the Grand Jury any evidence of a violation of the commerce law. If the developments of the dual investigation warrant such action, a special Federal Grand Jury will be called to consider the indictment of offending ship-pers and railroad men. The Board of Trade di-rectors ordered an investigation after they had reetved for weeks vigorous complaints from shippers of grain who allege that they have been shut out and been unable to move their grain owing to more favorable rates of transportation being given to their competitors by railroads, Lasier, Hooper & their competitors by railroads. Lasier, Hooper & Co. and Carrington, Hanna & Co. are said to be two of the aggrieved snippers, and willing witnesses are said to be on hand to testify before any tribunal.

The rate-cutting is said to have been done for more than two months by naif a dozen of the east-bound lines from Chicago. On corn for export the rate has been cut 2 to 3 cents a hundred pounds, on all other grains 5 cents, on domestic corn 5 cents, and 2½ to 2 cents on all other domestic grain.

The roads are also accused of manipulating rates by absorbing transfer and switching charges. The Federal officials hope that the inquiry will disclose ferminating evidence against the alleged Beef criminating evidence against the affect of Trust and its railroad accomplices. The effect of

Chicago. March 26.—One effect of the decision of the Supreme Court of the United States declaring the Transmissouri Freight Association to be conthe Transmissouri Freight Association to be Transmissouri Freight Association to be conto the Anti-Trust law occurred yesterday
acon in the withdrawal of the Burlington Railfrom the San Francisco and Oakland Pasr Association. The notice was given by Gentent W. D. Sanborn, under instructions from
periors in Chicago. The local Passenger Asion is a branch of the Transcontinental Pasr Association, with headquarters at Chicago,
neludes all the overland lines having agents in
rnia. Its object is to maintain overland rates
a Pacette Const. will be followed by other lines. TO PRESS THE ANTI-SCALPER BILL

Chicago, March 26 .- "The Inter Ocean" this morne made by the railroads to get the Anti-Scalper bill through at the present session of Congress. The intention had been to allow it to go over till the next regular session, but the decision of the Supreme Court in the Transmisscuri Freight Association case has caused a change of plans in this respect. Without the enforceable agreements in regard to the maintenance of rates, and with the scaipers carrying on their business uninterfered with, it is feared that wholesale demoralization will ensue. The only way to check it is to have a bill passed taking from the scalper the right to do business. Notwithstanding Senator Culiom's decision to do nothing at the present session, this new phase of the question will be put before him, and he will be pressed to take up the bill and push it to an early passage." the next regular session, but the decision of the

LEASED BY THE NEW-ENGLAND ROAD. Hartord, Conn., March M .- A special meeting of the stockholders of the New-England Railroad Company was held at the Union Railway Station company was field at the Union Railway Station this afternoon to ratify the modified lease of the Norwich and Worcester road. The practical effect of this action is to give the New-England road control of the business of the Norwich and Worcester, and also the line of boats running from Norwich and New-London to New-York.

THE SEVENTH REGIMENT REVIEW.

MEMBERS FOR FAITHFUL SERVICE.

The 7th Regiment will parade in full uniform at its armory next Thursday evening for review and for the annual presentation to its officers and members of the cross of honor for long and faithful service. Admission will be by ticket only. General Emmons Clark, who commanded the regiment from 1864 to 1869, and Colonel Andrew A. Bremner, who commanded the regiment from 1845 to 1849, have been invited to be the reviewing officers.

The following members of the regiment have qualified for the cross of honor with the figure '7" set with brilliants (twenty-five years of service): Colonel Daniel Appleton, Captain Walter G. Schuyler, staff, and First Lieutenant H. C. Duval, Company I, and Private Samuel D. Folsom, Company I will receive a gold bar to the cross of honor for

twenty years' service.

The following will receive a silver bar for fifteen years of service: Second Lieutenant Charles F. Bement, Company A; First Sergeant John R. Cummings, Company A: Sergeant Frank Koch, Com-pany E; Sergeant C. L. Comfort, Company F; Cor-poral Clemens F. Muller, Company I; Private Hore E. Fox. Company D, and Private Harry S.

The following are to receive the cross of honor in Munroe Crane, Jr., Company C, Second Lleutenant Munroe Crane, Jr., Company C, Second Lleutenant George S, Towle, Company C, First Sergeant Walter H, Brainard, Company C, First Sergeant Walter H, Brainard, Company C, First Sergeant Louis Sands, Company B, Sergeant Pierson Halstead, Company C, Sergeant Louis James Phelps, Company K, Sergeant John A, Davidson, Company H, Sergeant Robert M, Lyman, Company I, Sergeant George F, Pelham, Company H, Sergeant Arthur E, Wood, Company E, Corporal W, E, F. Smith, Company E, Corporal Thomas E, Tripler, Company C, Privates George H, Barlow, Company F, Henry L, Bloomfield, Company K, Charles F, Bostwick, Company B; John Corner, Company H, Hamilton W, Fish, Company H, James W, Halstead, Company C, Charles McDougall, Company B; Harry C, Mable, Company G, M, K, Miller, Company H, Willis M, Moore, Company I, Robert D, Neeson, Company B, Howland Peil, Company R, Adolph E, Rauch, Company E; Frederick W, Rundie, Company C, David A, Smith, Company D, William P, Wainwright, Company K, and Oscar T, Wenige, Company D. bronze for ten years' service: Second Lieutenant wright, Company R, and Oscar I, Wenge, Company D.
Colonel Bremner, who is to be one of the reviewing officers, is ninety years old, and lives at No. 1,325 Pacific-st.

A ST. CLOUD HOTEL GUEST INSANE. McPherson Mahaffey, who has for a long time lived at the St. Cloud Hotel with his father, Andrew Mahaffey, was sent by the police of the West Thirtieth-st. station to Bellevue Hospital last night, at the request of his father. It was learned that for some time young Mahaffey has been troubled with halucinations, which became so serious that it was considered best to send him to an asylum.

IN THE CYCLING WORLD.

REPORT ON THE ROADS FOR SUNDAY CYCLING.

JUDGE DID NOT BREAK THE TWO-MILE INDOOR RECORD-THE PROPOSED TWENTY-FIVE-MILE ROAD RACE IN RIVER-

SIDE DRIVE.

The New-York Division of the League of American Wheelmen hit upon a happy thought when W. S. Bull, its secretary-treasurer, conceived the idea of finding out the condition of the various roads in this district for those who wish to ride on Sundays. The following was received at local headquarters yesterday and is authentic, as the greater part of the information was furnished by the local L. A. W. consuls in the various dis-

As the official weather forecast for this vicinity predicts drying weather until Saturday evening, the roads on Sunday should be better than the re-ports show.

snow. lawyers from the important lines west, south and rep

Cyclists in making use of this information should always bear in mind the weather conditions, as a rainstorm may make an ordinary country road which has been reported in good condition, nearly unridable, while a few hours' sunshine, with a brisk northwest wind, will put a macadam road reported muddy, in good condition.

As it is desired to make this weekly report of the condition of the roads within a radius of fifty miles around Greater New-York as near perfect as may be wheelmen who will furnish reliable road information each week are requested to send names and addresses to the division headquarters. The report is as follows:

Brewster-Roads fairly good. Campbell Hall-Roads never worse than at present. Chappaqua-Roads improving, but not ridable. Chester-Roads will be all right for wheeling Sunday. Elienville-Roads never worse than at present. Chappaqua-Roads unridable; very muddy. Haverstraw-Roads in poor to fair condition, the high wind may dry them up by Sunday. Hariem-Should dry weather continue, roads to Yonkers, Westchester and New-Rochelle will be in fair condition by Sinday; roads are a trifle cut up; side paths fair. Kingsbridge-Roads heavy. Mamaroneck-Roads in fine condition with the exception of the road between Mamaroneck and New-Rochelle. Matteawan-Roads middy and rough. Montgomery-Mud from four inches to two feet deep. Mount Vernon-Macadam roads fine; dirt roads rusty. Nanuel-Roads unridable. New-Rochelle-Roads unridable. If no more rain, the macadam road by Mount Vermon, New-rachelle.

door record at Paterson caused much discussion

"A few more days of this kind of weather and the bicycles will hum," said Elliott Mason yesterday.
"The lively winds of the last two days dried up the roads nicely, and if it continues to keep clear until Sunday you will see a wonderful outpouring of cyclists on that day. It looks as if everybody will ride a wneel this year." Mr. Mason is one of those who do not favor the holding of National cycle shows. He thinks that the money spent in such exhibitions could be expended to better advantage in some other direction.

having the twenty-five-mile road race on Riverside Drive. They say that the race will take only two hours, and that few people will be inconvenienced. They argue that such races are held in other cities and say it is about time that New-York made a few concessions to them. The Park Commissioners will decide on the matter at their meeting on Monday.

College men are training earnestly for the coming race meets of Columbia College and the Intercollegiate Athletic Association. The latter contests will take place at the Manhattan Beach track on will take place at the Manhattan Beach track on June 5, and the contests will possibly be the best of the sort ever seen in this country. Columbia has a strong team, and feels that it can duplicate its success of last year. Columbia will hold its meet the latter part of May if certain arrangements can be made at the track by the sea. The date has not as yet been definitely decided.

Cyclists desiring to join the League of American Wheelmen may obtain full printed information and membership blanks by sending names and addresses to the Cycling Editor, Tribune.

AN INSIGNIFICANT REVOLT. THE UNITED WHEELMEN DESTINED TO A BRIEF

AND PRECARIOUS EXISTENCE.

Baltimore, March 26.-Albert Mott, chairman of the L. A. W. Racing Board, in commenting on last night's action of the Minneapolis and St. Paul wheelmen in withdrawing their support from the L. A. W., says that the United Wheelmen "will have a more brief and precarious existence than even the 'Knights of the Wheel' of Detroit had a few years ago. The grievance of the United Wheelmen," Mr. Mott added, "is based upon the racing interests of the L. A. W., which affect com-paratively few members, while the Knights of the paratively few members, while the Knights of the Wheel movement was a direct split from the L. A. W. by prominent officials of the L. A. W. With that great advantage, and with numbers far exceeding that of the Minneapolis movement, the Detroit affair was so insignificant to the L. A. W. that its existence was only known by an occasional stray newspaper paragraph.

"The affair at Minneapolis is not new. The same parties have been struggling for two years in the throes of rebellion, but, as there are in the aggregate a few malcontent local racing men and their followers, the dignity of the revolution is much dwarfed in the public eye, and the public pulse will not respond very flatteringly."

NEW RECORDS ON THE COAST. San Francisco, March 25.-At the bicycle tournament here last night, Alian Jones won a quarter mile dash in 31 1-5 seconds, the fastest recorded time for this class of indoor riding.

J. E. Wing won the fifth heat of the five-mile club cup race in 11-25, taking 11 seconds from the previous world's record. In the mile, Becker covered the distance in 2-35, reducing the world's indoor record by 3 seconds.

WITHDRAWING FROM THE L. A. W. Minneapolis, Minn., March 26.-At a meeting last night at the clubhouse of the United Wheelmen of this city, 100 wheelmen of Minneapolis and St. Paul unanimously decided to form a new league and to withdraw all allegiance and support from the L. A. Withdraw all allegiance and support from the L. A. W. The new league is to be known as the United Wheelmen of America, and will have divisional throughout the Union. The L. A. W. has a total of 470 members in this State, out of a total of about thirty thousand wheelmen. A temporary organization was effected, and an adjournment taken to April 21, when a constitution and bylaws will be adopted and officers elected.

THE BALTUSROL GULF CLUB. The present limit of membership having been nearly reached, the members of the Baltusrol Golf Club are discussing the advisability of amending nearly reached, the members of the Baltusrol Golf Club are discussing the advisability of amending the constitution to increase the present limit of membership from 400 to 500 and doubling the present Wales, the Britannia's owner, spent with the Duke.

100 initiation fee. Spring work at Baltusrol is

Biencles.

Biencles. THE GEO. N. PIERCE CO., Mfre., The youth who bore 'mid enow and ice if Tried and 105 Chambers St. UPTOWN STORF-1434 Broadway,

Trus.

8100.

under way. Rollers have been at work for the winter months. By the middle of April all new bunkers will be erected.

Would say to-day, as others do,

It EXCELS, str. all.

That Pierce's Special "Triad and True" is the best wheel for me and you.

#### PILLSBURY IN DIFFICULTY.

HARDLY MORE THAN DRAWING CHANCES IN THE CHESS GAME WITH SHOWALTER. Pillsbury's win of the fourteenth game of his with Showalter gave each competitor a score of six and required an extension of the match

Accordingly, the contest last night at the Ham fiton Club, Brooklyn,-ine fifteenth of the serieswas in reality like the beginning of a short match of "four games up," in which the value of each victory is almost double that of the original match of seven wins.

Such exciting chess, too, was played in the last round that the augmented interest in last night's ontest was not surprising, the general opinion being that no match of equal value between Amercan chess players had ever been contested.

Once more Pillsbury's Queen's Gambit was declined by Showaiter, all the skill and experience of both players in the management of this opening being ompressed into the following variation:

FIFTEENTH GAME-QUEEN'S GAMBIT DECLINED WHITE. BLACK. WHITE. BLACK. WHITE. BLACK. PHISBURY. Showalter. PHISBURY. Showalter. 1P-Q4 P-K3 8B-B4 PxP 3Kt-Q83 Kt-K83 9BxF Kt-Q4 4B-Kt3 16-K2 10B-Kt3 QKt-Kt3 5P-K3 QKt-Q2 11B-Kt3 Kt-Kt B-R6 R-B Castles. The property of t

The players send The Tribune the following signed account of the game:
White's eighth turn, B-B 4, which was certainly inusual, was intended to save a move of his King's

unusual, was intended to save a move of his King's Bishop, as Black's reply, 8... PxP, seemed best and enabled 3BxP.

It permitted, however, an entirely novel continuation for Black, with the result that on the eighteenth and nineteenth turns Queens were exchanged—White's King being thereby brought up to Queen's third. The advartage possessed by Black at that point was in having two Bishops, as against Bishop and Knight for White, and in the then complete security of his King White, on the other hand, was much more developed for an ending than Black.

He was, however, obliged at the moment to submit to a harassing attack on account of the ad-

drawing chances.
HARRY N. PILLSBURY.
JACKSON W. SHOWALTER.

WON BY MR. DYAS'S MANIFESTO.

RESULT OF THE GRAND NATIONAL STEEPLE-CHASE AT LIVERPOOL

Liverpool, March 26.-The Grand National Steeplechase, 2500 sovereigns, the principal race of that character on the English turf, was run at the Liverpool spring meeting to-day in the presence of the usual large crowd of spectators, and was won by H. M. Dyas's Manifesto, aged, carrying 157 pounds. It was a handleap for four-year-olds and unward; penalties and allowances; over the Grand National Course, about four miles and 858 yards. Summary: H. M. Dyas's Manifesto, aged Cor pounds), first; C. R. Powell's Filbert, aged 023 inds), second; Major J. A. Orr-Ewing's Ford of Type, six years old (147 pounds), third,
The other starters were Reginald Ward's Carnal,

F. Norrie's Wild Man from Borneo, Spen-llan's Norton, W. H. Walker's The Soarer Major J. A. Orr-Ewing's Nelly Gray, R. W. Brown's Timon, W. G. Keeping's Greenhill, J. B. Forbes's Prince Albert, Captain A. F. Whittaker's Barcalwhey, F. F. MacCabe's Chevy Chase, A. Jolland's Clawson, J. A. Miller's Argonaut, E. P. Wilson's Golden Cross, O. Glisson's Daimio, Saunder Davies's Fairy Queen, Mr. White's Seanort II, F. D. Ley-land's Gauntlet, F. C. Smith's Goldfish, F. D. Ley-land's Westmeath, Lord Shrewsbury's Ballyonara. land's Westmeath, Lord Shrewsbury's Ballychara, J. E. Rogerson's Red Cross, A. H. Hudson's Continental, Lord Coventry's Mediator, R. T. Bell's Little Joe and Captain Ethelston's Lettus Lily. The hetring was 6 to 1 against Manifesto, 100 to 1 against Filbert, 25 to 1 against Manifesto, 100 to 1 against Cathel, 9 to 1 against Wild Man from Borneo, 10 to 1 against Norton, 17 to 1 against The Soarer, 100 to 1 against Greenhill, Prince Albert and Barcal-each against Greenhill, Prince Albert and Barcal-whey, 25 to 1 against Chawson, Argonaut and Golden Cross, 40 to 1 against Daimio, 50 to 1 each against Gauntlet and Goldfish, and 100 to 1 each against Gauntlet and Goldfish and 100 to 1 each against Gauntlet and Goldfish and 100 to 1 each against Westmeath, Ballychara, Red Cross, Continental, Mediator, Little Joe and Lotus Lily.

Manifesto won by twenty lengths, and Filbert finished a head in front of Ford of Tyne, Time—9:49.

HARVARD CREW GETS A DUCKING. Cambridge, Mass., March 26.-The Harvard crew's first time row of four miles this season came to an unfortunate and yesterday afternoon through the swamping of the barge by rough water a mile from the finish. The members of the crew swam out and were picked up by the launch, which was in close attendance, and none of them sustained any injury.

TO-NIGHT'S INTERSCHOLASTIC GAMES. For the interscholastic games in Madison Square For the interscholastic games in Madison Square Garden to-night the various schools have taken large blocks of seats, notably De La Salle Institute and the Collegiate School. These students have each taken two sections. The largest feam entered is that of Cutler School, having seventeen competitors. The performances to-night are sure to be of a high order, as none but the best of the school ath-letes are entered. Most of the out-of-town com-petitors arrived yesterday afternoon, and several of them took practice spins on the track in the Gardan

YALE AND COLUMBIA TO PLAY HOCKEY. Yale and Columbia will meet at hockey on the ice of the St. Nicholas Rink this evening at \$:15. This will be the most interesting intercollegiate game of the acason. There is great rivalry between the teams, and each will have its strongest combination of players for the game. A fast and exciting game should result, for the Yale team has shown the snould result, for the Yale team has shown the quality of its hockey in its close contests with the crack teams of the New-York Athletic Club, the St. Nicholas Skating Club and the Queen's University, of Canada, while the Columbia team, although it has not made so good a showing as Yale so far, has been practising regularly at the St. Nicholas Rink for the coming game.

RECEIVER'S SALE OF TROTTERS. Lexington, Ky., March 26.-John R. Gentry's sire

Ashland Wilkes, and the thirty-seven other trotters and pacers belonging to J. F. Scott, which have been placed in the hands of Receiver Morton, were yesterday consigned to Woodard & Shankin's April sale. This will end the famous case in which L. Bank Holt. of Raleigh, N. C., sued Scott and James E. Bathgate, of Newark, N. J. for \$25,000 damages, Holt had a receiver appointed for Scott's stock. SALE OF TROTTERS IN CHICAGO.

Chicago, March 26.-The three days' sale of trot-

ting-bred stock and Kentucky saddle-horses at the Union Stockyards, under the management of P. J. Berry & Co., closed to-day. Minnie Wilkie, 2:214, by Invader, went to I. B. Manton, Akron, Ohlo, at \$575. This was the best price obtained, the average office being from 1200 to 1375 for saddle and driving horses. A. D. Sawyer, Philadelphia, secured several.

CRESCENT PLAYERS WIN AGAIN. London, March 2t.-The lacrosse team of the

Crescent Athletic Club of Brooklyn, N. Y., beat the Easex lacrosse team on the grounds of the latter to-day by a score of 7 goals to 1. The Essex team was clearly outclassed. The grounds were wet and slippery, making fast play difficult. THE AILSA HAS A SAILOVER.

Mentone, March 26.-The yacht race for large raters for a prize of 1,000 francs, in which the Ailsa and Britannia were entered, resulted in a sailover for the Alisa to-day, the Britannia not making her

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S ECOND HAND BICYCLES.—Bargains from \$30.00 up. breeze light from the southwest. The Alisa salls twice around a seven-mile triangular course.

SIGNED WITH THE "COLONELS." West Baden, Ind., March 26.-Frederick C. Clarks the crack outfielder, was among the arrivals at this place yesterday, where the "Coloneis" are training. He attached his name to a Louisville contract for the present season. This completes the roster of the "Coloneis."

A DENIAL FROM PRESIDENT BRUSH. Indianapolis, March 26.-President Brush enters a vigorous denial that the eleven clubs of the League had combined to bring about a compromise of the Freedman-Russe difficulty. On the contrary, it is their intention to let the principals to this dis-pute settle it in their own way.

COMPANY D WINS THE TROPHY. The final competition for the Zabriskie trophy in the 71st Regiment was finished late on Thursday

evening. Five teams competed, of ten men from such company, five shots a man, at the 200 and 500 yard targets. Company D won by an aggregate score of 1.256 for the three nights. The aggregate scores of the winning team and the other teams

PASSENGERS TO SAIL TO-DAY.

Among the passengers who sail for Mediterranees ports on the North German Lloyd steamship Kaises Wilhelm II to-day are R. G. Abercrombie, Mr. and Wilhelm II to-day are R. G. Abererombie, Mr. and Mrs. Samuel A. Biatchford, Mr. and Mrs. Thomas R. Bail, Dr. and Mrs. E. J. Bissel, Dr. John H. Dorn, Mile, D'Estremont, the Rev. John Dunlog, Mr. and Mrs. William E. Fuller, Mr. and Mrs. Thomas Nelson Page, Mrs. James R. Soley, Mr. and Mrs. Moorfield Storey, Mr. and Mrs. Affred E. Senermerhorn, Mr. and Mrs. Samuel H. Valentine and Paul Walton.

The Cumard steamship Campania, which salis for Liverpool to-day, has on its passenger list H. T. Rarnett, Dr. W. A. Bartlett, Charles A. Clapp, W. P. Champney, Bir Roderick Cameron, C. J. Decker, Mr. and Mrs. E. L. Godkin, Mr. and Mrs. Lindley Murray, Br. E. St. Pierre, Mr. and Mrs. Charles Scribner, Egerton L. Winthrop, Henry White, E. J. Ovington, Captain Houston-French and I. & Ellison.

J. Ovington, Captain Houston-train the French Ellison.

There are booked to sail to-day on the French Line steams; ip Maurice Alepée, Lucien S. Bonheur, John C. Clegg, Count A. de Diesbach, L. D'Aubigné, Mrs. Maurice Gran, L. F. Hearn, Mrs. George inness, Mr. and Mrs. Frances H. Leggett, Walter G. Ogden, R. H. Reid, Mrs. Eames-Story and Dr. Ph. Levene.

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